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# Hongkong Daily Press

ESTABLISHED 1857

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No. 10,581. 號一第百五千九萬一第 日九廿月一十年申庚

HONGKONG, FRIDAY, JANUARY 7th, 1921. 五拜禮 號七月正年十國民華中

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**LIMITED.**

**TIME-TABLE.**

**Week Days**

7.30 a.m. to 8.30 a.m. every 15 minutes.

8.00 " " 8.30 " " 10 " "

8.30 " " 11.00 " " 15 " "

11.30 " " 12.30 p.m. " 15 " "

12.30 p.m. to 1.30 p.m. " 15 " "

1.30 p.m. to 2.30 p.m. " 15 " "

2.30 p.m. to 3.30 p.m. " 15 " "

3.30 p.m. to 4.30 p.m. " 15 " "

4.30 p.m. to 5.30 p.m. " 15 " "

5.30 p.m. to 6.30 p.m. " 15 " "

6.30 p.m. to 7.30 p.m. " 15 " "

**NIGHT CARS**

8.30 p.m. to 9.30 p.m. every 30 minutes.

9.30 p.m. to 11.30 p.m. every 30 minutes.

**SATURDAY**

Extra Car—12 midnight.

**SUNDAY**

7.30 a.m. to 10.30 a.m. every 15 minutes.

10.30 " " 11.00 " " 10 " "

11.00 " " 12.00 noon " 15 " "

12.00 noon to 1.00 p.m. " 10 " "

1.00 p.m. to 2.30 p.m. " 15 " "

2.30 " " 3.30 " " 15 " "

3.30 " " 4.30 " " 15 " "

4.30 " " 5.30 " " 15 " "

5.30 " " 6.30 " " 15 " "

6.30 " " 7.30 " " 15 " "

**NIGHT CARS**

As on Week Days.

**SPECIAL CARS** by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheques or Comprossore Order, representing Bank Notes.

**KOWLOON-CANTON RAILWAY**

**TIME-TABLE.**

On and after TUESDAY, NOVEMBER 2nd, 1920, until further Notice.  
(All previous Time Tables cancelled.)

**DOWN TRAINS**

Stations	No. 1 Local	No. 2 Through	No. 3 Express	No. 4 Local	No. 5 Through	No. 6 Express	No. 7 Local	No. 8 Through	No. 9 Express
CANTON (Chai Sha Tsai) dep.	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30
Wai Loo dep.	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45
Sham Shui dep.	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00
Yuen Chai dep.	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15
Sham Shui dep.	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30	4.30
Yuen Chai dep.	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45
Wai Loo dep.	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00	5.00
CANTON (Chai Sha Tsai) arr.	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15	5.15

**UP TRAINS**

Stations	No. 1 Local	No. 2 Through	No. 3 Express	No. 4 Local	No. 5 Through	No. 6 Express	No. 7 Local	No. 8 Through	No. 9 Express
Wai Loo dep.	6.30	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30
Sham Shui dep.	6.45	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45
Yuen Chai dep.	7.00	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00
Sham Shui dep.	7.15	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15
Yuen Chai dep.	7.30	8.30	9.30	10.30	11.30	12.30	1.30	2.30	3.30
Sham Shui dep.	7.45	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45
Wai Loo dep.	8.00	9.00	10.00	11.00	12.00	1.00	2.00	3.00	4.00
CANTON (Chai Sha Tsai) arr.	8.15	9.15	10.15	11.15	12.15	1.15	2.15	3.15	4.15

\* Will stop at Taipei and Sheungshui for First-Class Passengers on Notice being given to the guard.

**NOTICE TO PASSENGERS.**

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

**SHA TAU KOK BRANCH.**

Stations	No. 1 Local	No. 2 Through	No. 3 Express	No. 4 Local	No. 5 Through	No. 6 Express
Sha Tau Kok dep.	8.50	9.50	10.50	11.50	12.50	1.50
Sha Tau Kok arr.	9.05	10.05	11.05	12.05	1.05	2.05

H. P. WINSLOW, Manager.

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At A.B.C. Western Union, Engineering and Bentley Codes Used.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.

Manufacturers of Contrado Condensers, Special Manganese Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c., &c.

**NAGASAKI WORKS.**

TELEGRAPHIC ADDRESS: "DOCK," NAGASAKI.

**GRAVING DOCKS AND PATENT SLIP.**

Dock No.	Length on Keel Blocks	Width of Entrance on bottom	Water on Blocks at Spring Tide	Patent Slip—Capable of lifting vessels up to 1,000 tons gross
Dock No. 1	310 feet	35 feet	74 feet	74 feet
Dock No. 2	330 feet	35 feet	74 feet	74 feet
Dock No. 3	350 feet	35 feet	74 feet	74 feet

Two Floating Cranes of 60 and 40 tons each, besides 150 tons Giant Crane.

**KOBE WORKS.**

TELEGRAPHIC ADDRESS: "DOCK," KOBE.

**FLOATING DOCKS.**

No.	Length	Width	Depth
No. 1	7,700 tons	12,000 tons	18,000 tons
No. 2	400 feet	580 feet	470 feet
No. 3	22	66	98
No. 4	22	66	30

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

**HIKOSHIMA WORKS (Near Shimomatsuki).**

TELEGRAPHIC ADDRESS: "DOCK," SHIMOMATSEKI.

**GRAVING DOCK.**

Length on Keel	Breadth at Entrance on bottom	Depth of Water or Blocks at Spring Tide
363 feet 0 inch	35 " 0 "	25 " 0 "

Floating Crane capable of lifting 30 tons weight.

**THE NAGASAKI, KOBE and HIKOSHIMA DOCKYARDS** are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Order will be promptly attended to and Estimate sent on application.

**HOUSEHOLD COAL**

On and after November 1st, 1920, until further notice we are prepared to accept orders for **HOUSEHOLD COAL** re-screened in Hongkong at the following prices—

Delivered to Peak District (above Bowen Road) ... \$22.00 per ton.

" Bowen Road and Lower Levels ... \$21.00 per ton.

and Kowloon ... \$21.00 per ton.

**TERMS—CASH WITH ORDER.**

(CHEQUES PAYABLE TO "KAILAN MINING ADMINISTRATION")

**KAILAN MINING ADMINISTRATION**

HEAD OFFICE—TIENTSIN.

AGENTS: **DODWELL & CO. LTD.**

HONGKONG.

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HONGKONG.

**HONGKONG, CANTON & MACAO STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE**

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

**HONGKONG-MACAO LINE**

To Macao—Daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)  
From Macao—Daily at 8.30 a.m. and 2 p.m. (Sundays at 9 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

**NOTICES TO CONSIGNEES**

**"BEN" LINE OF STEAMERS**

NOTICE TO CONSIGNEES

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENVOLICH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered, after the 10th Jan., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th Jan., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by the 17th Jan. at 10 a.m.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **GILB, LIVINGSTON & CO., Ltd.**, Agents.

Hongkong, January 3rd, 1921. [168]

**NOTICE TO CONSIGNEES.**

The Steamship "BORNEO MARU"

FROM JAPAN.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Jan. 3rd.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Jan. 9th, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before Jan. 15th, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Jan. 8th, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **DODWELL & CO., LTD.**, Agents.

Hongkong, January 3rd, 1921. [167]

**NOTICE TO CONSIGNEES.**

**THE EASTERN & AUSTRALIAN STEAMSHIP COY'S STEAMER**

"EASTERN"

Arrived Hongkong on Jan. 4th, 1921.

FROM AUSTRALIA, SANDAKAN and MANILA.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary before arrival of the steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. GORDON & DOUGLAS at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

**MACKINNON, MACKENZIE & CO.,** Agents.

Hongkong, January 4th, 1921. [174]

**P. & O. S. N. CO.**

**STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.**

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

**THE Steamship "DILWARA,"** Captain Babu, carrying His Majesty's Mails, will be despatched from this Port on or about TUESDAY, the 11th, JANUARY, 1921, taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 3 p.m., the day before sailing. The contents and value of all packages are required.

For further particulars apply to—**MACKINNON, MACKENZIE & CO.,** Agents.

Hongkong, January 4th, 1921. [175]

**DAIRY FARM NEWS.**

**CHEESE**

EDAM CHEESE ... 80 cents per lb

GRUYERE CHEESE " " "

FRENCH CHEESE " " "

COULOMMIER CHEESE 30 " " "

FIGARO CHEESE " " "

DEVONSHIRE CREAM 80 cents per phial

STERILIZED MILK ... 35 " " "

(Suitable for carrying on voyages).

**THE DAIRY FARM ICE & COLD STORAGE CO., LTD.**

**P. & O. S. N. CO.**

**STEAMERS FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.**

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American, and South African Ports.

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For further particulars apply to—**MACKINNON, MACKENZIE & CO.,** Agents.

Hongkong, January 4th, 1921. [175]

**SEAMENS INSTITUTE**

11, PRAYA EAST, HONGKONG.

For the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, G.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Galleys and beds in Dormitories.

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**HONGKONG HOTEL GARAGE.**

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1,500 feet above sea level.

15 minutes from landing stage.

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**MRS. BLAIR.**

**THE VICTORIA HOTEL CANTON.**

Situated on the British Concession, Shamone. The only European Hotel in Canton. Guides and Chairs provided. Every information and special attention given to Tourists.

Reasonable Rates.

Under the personal Management of **WM. FARMER** ... Proprietor.

**PALACE HOTEL, KOWLOON.**

Corner of Haiphong & Hankow Rds.

Tel. 111. Tel. Address: Palace.

**TWO Minutes from Ferry and Railway Station.** This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

**BAR AND BILLIARD ROOMS.**

**TERMS MODERATE.**

Special arrangement for families on application to—**J. H. OXBERRY, Proprietor.**

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OUTRIGGER TRADING CO., LTD.

**COAL, GENERAL IMPORTS AND EXPORTS**

Sole Proprietor of Coal Mines of TAKASHIMA, OGURI, MIZUKAWA, KIRIKAWA, YOSHIDAZAKI, HOTO, NAMASUJI, RAYO, SHIBUKAWA, KANADA, KATAYAMADA, BIRAI, and OTSUZAKI.

Agents for HAKIT Coal.

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Cable Address—TWANKHAI.

Codes—A1, A.B.C. 5th Ed., Western Union—London—Battersea.

Agency for—The Mitsubishi Marine and Fire Insurance Co., The Osaka Marine and Fire Insurance Co., The Fire Insurance Co.

For particulars apply to—**S. KOMURA, Manager.**

14, Pedder Street, HONGKONG.



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JOHN L. THORNYCROFT &amp; CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 65, Szechuen Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines

in Stock

For quotation apply—

R. R. ROXBURGH,

Manager for China.

HONGKONG HOTEL.

## SPECIAL SALE of "K" BOOTS and SHOES

— From January 3rd to January 8th inclusive —

\$14.00 Per Pair.

OTHER MAKES FROM \$10.00 per pair.

MACKINTOSH

&amp; CO., LTD.

MEN'S WEAR SPECIALISTS.

16, DES VŒUX ROAD.

Telephone 29.

## SANITARY WASHABLE HALL'S DISTEMPER

THE KING OF WATER PAINTS.

The scientific ideal of a wall covering is one that is not only beautiful, but easy to keep clean, germ proof, absolutely fast in colour, and when applied, a thorough disinfectant. No wall covering conforms so closely to these requirements as Hall's Sanitary Washable Distemper which has the important advantages of being most economical and durable.

Hall's Distemper is applied with a whitewash brush, saving much in the cost of labour.

It sets hard, kills microbes and vermin, and disinfects.

It is made in a wide range of 70 colours, including rich dark as well as light tints. The colours never fade, enabling furniture and pictures to be moved about a room without showing discoloured walls.

Hall's Distemper decoration may be washed by lightly sponging down with clean tepid water. It remains clean, sweet and fresh for years.

Shade card and full particulars post free on application to:—

WM. C. JACK &amp; CO., LTD.

14, DES VŒUX ROAD CENTRAL.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA

### U.S. SHIPS FOR THE EAST.

#### THE WAY PREPARED.

##### ACCEPTANCE OF THE REBATE SYSTEM.

(By "THE TIMES" SHIPPING CORRESPONDENT.)

In the House of Commons recently a question was put to the President of the Board of Trade by Mr. Alfred T. Davies in the following terms:—

To ask the President of the Board of Trade whether any agreement or arrangement has been made with the Shipping Department of the United States whereby American ships may be permitted to trade on British lines to the Far East.

Sir Philip Lloyd-Greame, Parliamentary Secretary, in a written reply, stated:—

The matter involved in the question raised by Mr. Davies is so important that it will be of interest to describe the precise stage which has now been reached in certain negotiations. The matter closely concerns the shipping policy of the United States and the shipping of other nations, and a considerable question of principle.

In September, British shipping companies were approached with a view to the entry of United States vessels into the regular trade between the Far East and the United Kingdom and the Continent. The proposal indicated a desire on the part of the United States to participate in the world's carrying trade, as distinct from services to and from the United States. Engaged regularly in this particular route are, besides British vessels, liners of the French, Italian, Dutch, Norwegian, and Japanese mercantile marines and vessels of Danish, Swedish, and Russian East Asiatic companies. All these ships, unlike those of the United States mercantile marine, which have sought participation in the business, have, it will be noticed, terminal ports in Europe or the Far East.

A meeting to discuss the proposal, at which representatives of the United States Shipping Board and of leading American firms were present, was held in London on September 28th, and the gist of what happened at the meeting was described in the *Times* of the following day. It was then pointed out that the various lines already in the trade, including, of course, the British, expected their entire approval that United States vessels should now participate with them in the trade. This was a practical answer to the point made that, since the United States and the Allied nations had fought together in time of war, they should now work together in time of peace. The representatives of the various British and Continental lines proposed that the United States vessels should enter the trade on terms similar to those governing the fleets already participating, securing similar benefits and incurring similar obligations.

Herein lay a matter which might possibly have proved a stumbling block. The ownerships already in the trade between the Far East and Europe co-operate in what is known as a Conference, in which they come together to discuss questions of practical working such as the number of sailings to be undertaken by each line. The system of deferred rebates is also employed. This means that shippers of goods who are able to declare at the end of certain periods that they have confined their support to the companies in the Conference are granted a rebate on their freights. Both the Conference system and the practice of granting deferred rebates have been publicly discussed from time to time. Whatever the advantages or disadvantages may be, the fact remains that a very large proportion of the liner traffic of the world, which is carried on at fixed rates, whether the ships are filled or not, is conducted on these principles. In the United States both the Conference system and the practice of granting deferred rebates are illegal. At one time British companies trading to and from the United States employed them, but the lines were finally prohibited from doing so by the Sherman Anti-Trust Law. The systems are not practised by the shipping companies of any nation at the present time when trading to and from the United States.

In considering the suggestion that United States vessels should enter a trade having directly nothing to do with the United States, the representatives of the various other mercantile marines concerned did not see how the whole basis on which the business was conducted could be upset to meet conditions applying only to the United States. The representatives of the United States mercantile marine went away from the meeting with the expressed intention of considering the problem and hope was expressed on every side that happy solution would be found.

This solution now does seem to have been reached. The lines already in the trade have received intimation that the representatives of the United States vessels are prepared that their ships shall enter the route on similar terms to those governing existing vessels. They have expressed their willingness to join the Conference, and also to practice the system of deferred rebates. Both these systems are still illegal in the United States under the Sherman Anti-Trust Law, and, of course, will, as in the past, not be practised by the vessels of any nationality while trading with United States ports. A fear had been expressed in some quarters that lawyers might hold that the law followed the flag, and that, consequently, United States ownerships could not fall into line. But it appears that the wide powers given in the new Jones Shipping Act for the development of the United States vessels practising

(Continued at foot of next column.)

### FRENCH LOTTERY BONDS.

#### TAXATION REDUCES PRIZES BY MORE THAN ONE HALF.

The "Gros Lot," which in time gone by was, and even to-day is, everyone's ambition to win, is no longer the little fortune that it used to be, says a Paris message. Before the war the winner of a 1,000,000 franc prize in a French lottery had received a very large portion of this sum, only a small amount being deducted by the State on account of taxes. Now, however, owing to the very different purchasing power of money, 1,000,000 franc no longer represents a fortune, even a very modest one, and not only is this the case, but the State taxes reduce lottery winnings in some cases by half in others, even more.

To take the "Gros National" lottery for example. This particular issue is not subject to the 10 per cent. tax on dividend coupons and the 20 per cent. registration charges, but it is subject to the ordinary income-tax, which, in the case of a prize of 1,000,000 franc, would amount to 300,000 franc. Thus the winner would receive 700,000 franc, or rather more than half of this prize. In the case of certain other lotteries, however, such as the *Ville de Paris*, the amount of the prize is reduced by the tax to a clear 50 per cent. The winner then having to pay income-tax on the remainder; thus the winner of 1,000,000 franc would have the right to claim 500,000 franc, less 150,000 franc income-tax, making 350,000 franc. From this amount must be deducted various minor expenses, such as stamp duty, etc., so that the total would undoubtedly amount to less than half the nominal value of the prize.

With regard to smaller prizes, the conditions are not quite so severe, but the amount due to the State is nevertheless very large. It is undoubtedly due to the heavy taxes that the popular enthusiasm for lottery bonds is somewhat on the wane, and that the public are subscribing very readily to the new loan, which promises nothing but a steady six per cent interest.

### MALAYAN COLLIERIES, LTD.

#### IMPORTANT DISCOVERY IN BORNEO.

A remarkable discovery of vast sources of coal stated to be superior to Japanese coal, has been made by the Malayan Collieries, Ltd., which company has now organized a scheme for working it. Messrs. Baker, Fearon & Co., of Kuala Lumpur, in their weekly share report, state:—

This enterprising concern (Malayan Collieries) has now acquired, as a result of many years' searching, what promises to be a very valuable coalfield at Pampokan Bay in Dutch Borneo. The workable coal in sight is estimated at 40 million tons while it is quite possible that considerably larger quantities will be revealed. As the quality of the coal is superior to that of the Japanese coal selling in Singapore, while the nature of the mine lands itself to the very cheapest form of production, large profits are assured. The Company is having rights to the present shareholders to take up a further 30,000 shares of 10 each at a premium of 50 (making the cost of the new issue \$15) in the proportion of one new share for every 5 old ones held, and it is also proposed to capitalize part of the Company's reserve fund by issuing one share for every 5 old shares held. As coal is one of the few commodities whose price has been maintained and where a shortage is likely to exist for some considerable time to come a very bright future appears to be in store for the concern.

### INDIAN COALFIELDS TROUBLE

#### EXPORT TO SINGAPORE TO BE STOPPED.

The Calcutta Corporation on December 15th discussed the coal problem as it affects the city. The chairman said that there was labour trouble on the coalfields which made it difficult to get coal to Calcutta, and they were living from hand to mouth.

Mr. Jones said that a few days ago a conference was held at Calcutta to discuss the question of railway supply. The agents of two leading railways estimated the number of wagons that would be able to put on the rails and estimated the needs of the various industries of the country. There was found to be a very considerable shortage of wagons on the assumed quantity of coal needed. It was accordingly decided to cut off the exports to Singapore and every place outside India, Ceylon excepted. The Government and the European and Indian commercial communities were fully alive to the conditions, and had been considering the matter in the most practical spirit.

### GRAND MARK LODGE.

The General Board of the Grand Mark Lodge report that during the three months ended September 30th, 1920, Mark Certificates and 135 Royal Ark Mariner Certificates were issued, making totals of 81,934 and 15,028 registered respectively. Four warrants have been issued for Mark Lodges to be held at Crewe, Macclesfield, Accrington, and Kirkby Lonsdale, and for four Royal Ark Mariner Lodges at West Hartlepool, Birmingham (two), and Newport, Monmouth. Mr. John Langley has been appointed District Grand Mark Master for North Africa, in succession to Lieutenant-Colonel Sir Francis Wingate, resigned. In view of existing circumstances the board recommends that the benefits conferred by the educational branches of the Mark Benevolent Fund be materially increased.

In world trades outside the United States methods which are still not permissible in that country. The arrangements for the new participation have reached so advanced a stage that the terms of the agreement have been prepared, and are understood to be now awaiting the signatures of the United States representatives. The terms give practical effect to the wishes, often expressed by shipping leaders, both in this country and in the United States, that the two mercantile marines should work together in most friendly co-operation.

### S.P.O.R.T.

#### HOCKEY.

The Hongkong Hockey Club suffered their first defeat of the season on Wednesday in a match played on the U.S.R.C. ground at the hands of a team from the R.E.'s who won a strenuous game by 3 goals to 2.

#### CRICKET.

CIVIL SERVICE C.C. v. INDIAN REC. CLUB.

In the above League match, to take place on the 8th inst., at 9.15 p.m., on the Civil Service ground, the following will represent the Indians:—A. H. Bumjahn, A. el-Arculli, M. H. Abbas, S. H. Ismail, A. A. Rumjahn, D. Weerapuli, S. A. Ismail, K. Khan, S. D. Ismail, D. Bumjahn, and N. M. Bux.

HONGKONG C.C. v. WILTS REGIMENT.

The following will represent Hongkong Cricket Club v. the Wiltshire Regiment to-morrow (Saturday), at 2.15 p.m., on the Club ground:—W. C. D. Turner (capt.), L. J. Davies, D. E. Donnelly, J. W. H. Drummond, F. H. Farthing, J. O. Fletcher, R. M. Madden, L. D. McNeill, T. E. Pearce, J. H. Pentecost and H. A. Sawyer.

#### G.R.C. v. CRAIGENOWER.

In the above match, on the G.R.C. ground, to-morrow, at 3 p.m., the following will represent the home team:—Ng Sze Kwong (capt.), Un Hwa Fan, Geo. Lee, Hung Man To, M. P. Shin, H. Ching, J. Wong, Choa Man Ping, Lai Kun, M. P. Lo and Yew Man Hon.

The following will represent Craigenower:—L. Lammert (capt.), R. Bass, F. G. Thompson, F. Lawrence, P. Lambie, W. Bradbury, W. Grimmett, J. Bryant, Dr. Asger, S. Jex and C. Anderson Reserve: P. Dixon.

#### FOOTBALL.

##### 2nd DIVISION FIXTURES.

The following are the 2nd Division fixtures for to-morrow (Saturday):—United F.C. v. South China, St. Joseph's ground, at 2.30 p.m.  
Recreation v. St. Joseph's, South China ground, at 2.30 p.m.  
Staff & Depts. v. Indians, Sookmoo ground, at 2.30 p.m.  
Carlisle v. Punjabis, Navy "A" ground, at 2.30 p.m.  
R.G.A. v. Officers United, Navy "B" ground, at 2.30 p.m.  
Kowloon v. Club, South China ground, at 4 p.m.

#### RUGBY.

##### ARMY v. NAVY.

The following team will represent the Navy, to-morrow, in the Rugby Cup tie (kick-off at 4 p.m.) against the Army:—Lieut. Reid (Tianjin); Lieut. Hancock (Hankow); Corp. South (Canton); Lieut. Lindsay (Tianjin); Lieut. Watkinson (Canton); Lieut. Clarke (Tianjin); Lieut. Freeman (Algeria); Lieut. Gilbert (Tianjin); Captain; Lieut. Carri (Tianjin); Lieut. Laughton (Hankow); Lieut. Morgan (Hankow); Lieut. Thorne (Hankow); Lieut. Ansell (Hankow); Lieut. Smith (Canton); Lieut. Eddell (Tianjin).

The Navy team will play in blue.

Referee: Mr. G. G. N. Tinson (H.K. Club).

#### GOLF.

##### ENGLAND v. THE REST.

This match will be played at Fanling on Sunday, the main course being reserved for this purpose from 9.30 a.m. to 11.04 a.m. Players starting before 10.45 are requested to go out by the 8 o'clock train. Singles will be played in the morning over the main course and Foursomes (4 ball or 2 ball) in the afternoon over the Relief course. The following are the teams:—

England.	The Rest.	Starting Time.
Major Bagnall	T. W. Hill	9.30
R. M. Smith	A. B. Stewart	9.35
R. D. Woodhouse	B. G. Morgan	9.40
P. G. Parvianini	T. G. Forrest	9.45
M. Sheffield	J. L. Crockett	9.45
H. A. Camidge	Hon. J. Johnston	9.50
A. H. Crew	A. R. Ferguson	9.50
Captain James	Capt. Leslie Smith	10.00
C. E. H. Beavis	E. Davidson	10.04
B. Hancock	N. G. Wilson	10.08
J. Hooper	Hon. E. V. D. P. P.	10.12
B. Bevington	Dr. Forsyth	10.16
Major Edwards	J. D. Kinaird	10.20
M. M. Mass	F. S. Harrison	10.24
J. Rhodes	R. E. Macdonald	10.28
Comdr. Woodhouse	K. S. Morrison	10.30
J. W. Albaster	N. S. Marshall	10.40
B. Harper	P. Matland	10.44
H. Hancock	G. M. Young	10.48
N. L. Leefe	E. L. Sim	10.52
G. C. Moxon	W. J. Morrison	10.56
Dr. Harston	H. Scott	11.00
Hon. P. H. Holyoak	H. G. Baxter	11.04

A young Scotoman, who started at a seaside station by seeing the bill of an early evening paper: "Disaster to the Edinburgh express. Names of the victims." After pulling a half penny from his pocket, hesitating, and finally returning it, he was heard to murmur: "Eh, my brother was on yon train—but I think I'll just wait for the next edition for it'll give the latest results as well."

### LOCAL SAILING BOAT CAPSIZED.

#### THREE PASSENGERS LOSE THEIR LIVES.

Three Chinese passengers were lost as a consequence of the capsizing of a local sailing boat on January 4th. The master of the boat, one Ho Chuen, has reported to the police that at 10.30 a.m. on January 4th he was making a trip from Puyo, Lantau Island, to Cheung Chow, with eleven piculs of firewood as cargo and five men and three women passengers. When near Pak Kwok, a strong wind caught the boat, broadside on, and caused it to capsize. He, with six others, clung to the boat and after three-quarters-of-an-hour in the water they were rescued by a fishing junk and taken to Cheung Chow.

Two of the passengers sank and their bodies have not yet been recovered, although the Water Police were early on the scene and patrolled the area for some time. One of the rescued, a man 60 years of age, was not fortunate enough to survive the exposure to which he had been subjected. He collapsed on landing and, in spite of artificial respiration, died in a few minutes. He was buried in Cheung Chow.

### SHIPWRECKED JUNK MEN PICKED UP.

#### UNEXPECTED PASSENGERS ON THE "SHINFOO."

The Chinese steamer *Shinfoo*, master, Capt. K. S. Hassel, which arrived here from Chefoo on Wednesday, brought 16 unexpected passengers. These were seamen picked up on January 2nd to the south of Shanghai from water-logged junks. The vessels had encountered rough seas and were in a very unseaworthy condition when Capt. Hassel saw their signals of distress and went to their aid. The Hongkong police were informed on arrival in port and made arrangements for the temporary accommodation of the sailors.

### THE MAN UNDER THE TABLE.

#### UNWELCOME VISITOR TO BE REPATRIATED.

The French-speaking Chinese who was found under the table at the residence of Mr. Dubois, No. 38, Morrison Hill Road, in the early hours of New Year's Day, was finally dealt with by Mr. G. N. Orme, at the Magistracy yesterday. Sergeant Kelly said he had taken the man to his former employers; it appeared that he was dismissed two years ago from the French Bank as being "no good at all"; previous to that he had worked for the French Consul, but he was not a success there. The French Consul, however, had promised to repatriate the man. No further information could be obtained about him.

The Magistrate said that if people were found in private houses under suspicious circumstances, they must take the risk. As the French Consul had undertaken to send the man back to Haiphong he would impose a shorter sentence than he would otherwise have done and send him to prison for a month.

### CHEFALO AND PALERMO TO OPEN TO-MORROW.

The booking for Chefalo and Palermo's season of mystification, delight and laughter, which is to commence in the Theatre Royal to-morrow (Saturday) evening, is going along unusually well at Montreux, where would-be patrons are advised to book early. A very representative gathering is promised for the opening and other nights for the season here is only a brief one. Chefalo and Palermo are admitted the world over as leaders in their profession, so residents here will have these few opportunities of seeing two of the world's greatest artists in the mystic art appear before them. Chefalo and Palermo must not be confused with the usual sleight-of-hand, fifteen-minute entertainers. They are their own complete gorging society and appliances, which mystify and amuse. Chefalo and Palermo do not present a purely mechanical evening's entertainment; there is amusement woven throughout, while Magdalene Palermo is also seen in a Spanish act, and she and Chefalo give the real Argentine Tango, as it is done in the country of its origin. A very representative gathering is promised for the opening and other nights for the season here is only a brief one. Chefalo and Palermo are admitted the world over as leaders in their profession, so residents here will have these few opportunities of seeing two of the world's greatest artists in the mystic art appear before them. Chefalo and Palermo must not be confused with the usual sleight-of-hand, fifteen-minute entertainers. They are their own complete gorging society and appliances, which mystify and amuse. 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# ST. GEORGE'S BALL. GREAT ANNUAL FESTIVAL. A BRILLIANT FETE.

It has often been said of the annual balls of St. Andrew's and St. George's Societies that the zenith of comfort and splendour of decoration has been reached. But with the advent of each year surprise piles on surprise until it would seem that there was no end to the resource of the organisers of these popular functions. But it is doubtful if anything that has been done in the past has equaled, or anything that will be done in the future will equal, the display made by the Society of St. George at the ball last night.

There was a simplicity of design about the *ensemble*, a wealth of detail, faith and harmony, that was an artistic triumph. Everywhere one wandered throughout the building one was struck by the consistency with which the design was maintained and the delightful allegories, the decorations called up.

The predominant idea throughout was that the decorations should represent the Society, and what it stands for. From the entrance portico to the roof top the scheme succeeded. The billow upon billow of foliage studded with red and white roses, the country lanes, the forest glades, the city garden, and the moorland park—the vales and bowers of rustic England. Above the portico the cross of St. George in red electric glazes, wood cut brilliantly on a shield of white lamps. To the left and right of the entrance, respectively, were the ladies' and gentlemen's cloak-rooms framed like bowers in the heart of wonderful little conservatories, crammed with bracken fern and pot plants. The way to the dance-room, called vividly the lines:—

"It was roses, roses all the way." Overhead great boughs of the banyan tree arched and interwove a design of quiet beauty, that called forth bursts of admiration from over 1,300 delighted guests. Every leaf had its attendant rose, York and Lancaster side by side. Flanking the stairs were forests of foliage with creeping roses twining about the bower, or hanging wisp-like through the branches. From everywhere coloured electric lamps shed an iridescent light upon the petals and foliage, and vanished into the leafy canopies above, and among the russet screens that were the walls. At the first landing waves of globes, pink, green, white, orange, blue and purple radiated in all directions, shining out like magic fire—among the branches or like tinkling beads sparkling with a hundred gleams.

Along the second expanse of stairs and on both sides of the stair head the same scheme of decorations continued to the card rooms, lounge and ball-rooms.

## ST. GEORGE'S HALL.

Even the gorgeous dressing of the entrance corridors and stairway failed to prepare one for the delightful effect produced by St. George's Ball Room. Even when one had taken in the whole of its beauty one found it difficult to explain the wonderful impression it made. Everything was unobtrusive and in the best taste, and it was the *ensemble* rather than any detail of the display that made the impression. Formed in broad domed streamers the flag of St. George and Merrie England eclipsed the ceiling, while at the point where the red hands intersected a huge pom-pom of rose-crusted foliage hung like a huge bell, encircled at a radius of seven feet by a laurel wreath garlanded with tiny roses. The border-line of the ceiling was marked by drooping chains of foliage bright with blooms and the ventilation holes were choked with armful of greenery. The lines of the wall and the archways communicating with adjoining rooms were picked out in the same fashion, while every few yards a huge studded bloom added the final touch of perfection. Frosted lights peeped out from a score of russet settings and shed a fairy-like glow—all that was needed to make the vista enchanting. A number of rustic benches formed the viceregal settee.

## ST. ANDREW'S HALL.

St. Andrew's Hall was carried out in exactly the same design though the ceiling was less elaborately decorated. The promenades and sitting-out niches on the balconies were in garden terrace order, brightened by coloured globes and national standards suspended from the walls.

The scheme of the decorations in the card rooms and lounges followed that of St. George's Ball Room. The orchestra was enclosed in a semi-circular salon on the balcony side.

The dance programme was as follows:—

Extra Waltz ("Beautiful Ohio"); 1. Lancers ("Venetian"); 2. One Step ("Oh Helen"); 3. Fox Trot ("Whispering"); 4. Waltz ("Oh What a Pal was Mary"); 5. Barn Dance ("Aradina"); 6. One Step ("Tad"); 7. Fox Trot

("Venetian"); 8. Waltz ("Missouri"); 9. One Step ("Hongkong"); 10. Fox Trot ("Vamp"); 11. One Step ("Cairo"); 12. Fox Trot ("Rose Room"); (Nos. 9-12 Supper Dances); 13. Lancers ("Orchid"); 14. Waltz ("Destiny"); 15. One Step ("Oh by Jingo"); 16. Fox Trot ("Dardanelles"); 17. Waltz ("The Chetivier"); 18. One Step ("Sand Dunes"); 19. Fox Trot ("So Long, So Long"); 20. "Sir Roger's Coverly"; Second Extra, One Step ("Wild, Wild Woman"); Third Extra, Fox Trot ("Indianola").

The Bands of H.M.S. Hawkins and the 2nd Wiltshire Regiment provided the music.

## THE SUPPER ROOM.

The supper room was the Theatre Royal, but not the ordinary Theatre Royal. Public Works Department men under the charge of Mr. C. A. Grimes, had transformed it into a restaurant of dandling hues and enchanted surroundings. The stage, which was set for the official supper party took the form of a yellow and black canopy, with chains of yellow and red streamers at intervals along the sides, while behind a huge St. George's cross framed in rich yellow gave the necessary colour. The balcony of the circle was relieved in black, punctuated here and there with red and yellow drapery. A huge cross of St. George was suspended from the ceiling and at the point where the cross cut, a large tassel of black, yellow and red was suspended above the diners. The tables were decorated with red and white roses.

The entrance to the stage was along an avenue of clinging wisteria.

The President for the year is Mr. G. C. Moxon and the President's supper party consisted of Mr. G. C. Moxon and Lady Stabbe, H.E. the Governor and Mrs. G. C. Moxon, Vice-Admiral Sir Alexander Duff and Mrs. L. N. Leefe, H.E. Major-General Sir G. M. Kirkpatrick and Mrs. H. H. Compertz, Mr. L. N. Leefe and Lady Kirkpatrick, Rt. Rev. the Bishop of Victoria and Mrs. W. Bowden Smith, His Hon. Mr. E. H. Compertz and Lady Chater, Commodore W. Bowden Smith and Mrs. John Johnstone, Sir Paul Chater and Mrs. Pollock, the Hon. Mr. John Johnstone and Mrs. P. H. Holyoak, the Hon. Mr. H. E. Pollock and Mrs. E. V. D. Parr, the Hon. Mr. P. H. Holyoak and Mrs. Duff, Mr. G. T. Edkins and Mrs. J. B. Young, Mr. B. Hancock and Mrs. Deacombe, Mr. C. G. Altham and Mrs. J. R. Wyndham, Mr. H. P. Winslow and Mrs. W. Loring, Mr. L. G. Bird and Mrs. C. Leslie Smith, Mr. W. A. Dowley and Mrs. B. Hancock, Mr. A. E. Crapnell and Mrs. R. J. Wilton, Mr. J. W. Graham and Mrs. L. G. Bird, Mr. F. A. Wells and Mrs. H. P. Winslow, Mr. R. J. Wilton and Mrs. F. A. Wells, Capt. C. Leslie Smith and Mrs. Hill.

## Menu.

Consomme en tache. Thick Turtle.  
Roasted Fish. Lobster Salad.  
Roast Turkey. Roast Pheasant.  
Toast Capon. Saddle of Mutton.  
The Roast Beef of Old England.  
Spiced Beef. York Ham.  
Corned Ox Tongue. Galantine of Veal.  
Chicken Salad. Assorted French Salads.  
Compote of Fruit. Caviars.  
Rice Mince. Vanilla Ice.  
Strawberry Ice. Assorted Pastry.  
Coffee.

Mr. W. D. Jupp, escorted by six Yeomen of the Guard, carried in the Boar's Head with all due ceremony.

## THE PRESIDENT'S SPEECH.

After supper proposing the toast of the evening, Mr. G. C. Moxon, the President of St. George's Society, said:—Your Excellency, Ladies and Gentlemen.—Owing to the much regretted departure of our President, Sir Newton Stabbe, the pleasure of according you welcome here to-night devolves upon my unworthy self. I am sure that I am voicing the opinion of the entire community when I say that we are very glad that His Majesty has thought fit to confer this well-deserved honour on our retiring President.—(Applause).—This gathering on Twelfth Night has now become an annual fixture, and I trust it may be continued by succeeding generations of members of the Society of St. George for very many years to come. There is a deeper significance in festive meetings of this nature than may appear upon the surface. To quote a recent leader in our local Press, I am convinced that they tend to keep bright and alive the flame of patriotism and to strengthen the ties that bind our Dominions, our Colonies, and our Protectorates to our much loved Motherland.

and such societies as that of St. George are not only benevolent institutions, but they certainly promote that spirit of good fellowship and camaraderie that is essential to the welfare of all communities—be they large or be they small. I should like to

seize this occasion to record our warmest thanks to our hard-working and imperturbable secretary, the various sub-committees and their Chairmen for the hard work and ability that have contributed to the success of the evening. Last but not least, I desire to thank Mr. Nicholson for the very beautiful roses which so appropriately adorn this table and the others.—(Applause).—It is, I think, somewhat difficult for the spokesman on such an occasion to avoid treading on somebody's toes, when the mixed character of the component items of the British Empire is taken into consideration. I will endeavour to be diplomatic. I have scanned Chief Johnstone's speech of the other night, seeking for inspiration. So far as I can make out, his ancestors were particularly addicted to English beef—and no bad taste either. In fact, if I may say so, I consider it distinctly a bull point for Scotchmen. About the same period, my own forbears must have developed a passion for mutton, as the penalty for sheep stealing was death in those days.—(Laughter).—Poor Englishman! he had to eat something and the Scot had his beef and apparently all the big jobs too, which, if Chief Johnstone is correct, he has hung on to even until the present day.—(Laughter).—This seems to me to prove that the Englishman's chief characteristic is tolerance—a view not entirely my own as I will shortly prove. Never mind! England is England still—the land we love, despite its inhospitable climate, its many strikes, its lack of house room, its "H.C.L." and its various disabilities—the land we all mean to return to some day and once again enjoy its breezy downs, its leafy lanes, its brawling trout streams, its glorious pasture lands, those rural delights of our motherland, of which—thank God—we cannot be deprived by any human agency. In a speech delivered by Mr. Huddyard Kipling at the annual dinner of the Royal Society of St. George in London, last April, he made the statement that he believed the success of the English was in a large measure due to their tolerance, and on the possession of that admirable quality I am prepared to back the Englishman against the world. In this connection, I have recently read a capital book entitled, "The Ancient Grudge," written by that well-known American author Mr. Owen Wister, and a fairer book on Anglo-American relations I have never encountered. Mr. Wister relates how toward the close of the recent great conflict he heard a German sympathiser whine, "What did England do in the War, any way?" His reply is so full, so fair, and so complete that I would recommend every Briton to read it. It will make him proud of his race and proud of his country; it will cause him to realise that he comes of the breed that in 1914, at a week's notice, organised to achieve the impossible, and achieved it! By land, by sea, by air achieved it! No mean record. In this book much comment is made on our insular disability of stiffness, which is, of course, abysmal in excess—a characteristic that always amazes and sometimes annoys our friends from other lands. There is a good story related of an American staying some time in England who asked his English host one day, "Will you tell me why it is that you Englishmen on entering your pew in church of a Sunday always immediately smell your hats?" The Englishman stiffened visibly and replied, "I absolutely decline to discuss religious subjects with you."—(Laughter).—This, I am afraid, may be a true story. Ladies and Gentlemen, I have detained you far too long and it only remains for me to give you hearty welcome here to-night on behalf of the Society. I have the honour to represent, and to trust that you will pass a very pleasant evening. I would ask you to charge your glasses and before I sit down to join with me in drinking a toast that needs no embellishment from me or any other man. That toast is just "England!"

## THE SUB-COMMITTEES.

The following were the various sub-committees:—

INVITATION AND RECEPTION COMMITTEE.—Mr. G. C. Moxon (Chairman), Hon. Mr. H. E. Pollock, K.C., Hon. Mr. H. H. Compertz, Hon. Mr. P. H. Holyoak, Mr. L. N. Leefe, Mr. J. W. Graham, Mr. B. Hancock, Mr. G. T. Edkins, Mr. J. Bentley.

DECORATION COMMITTEE.—Major L. G. Bird (Chairman), Commander Beckwith, R.N., Mr. A. H. Hollingsworth, Mr. E. Green, Mr. W. A. Cornell, Mr. Thos. Grimshaw, Mr. John Parkes, Mr. G. H. M. Bannerman, Mr. A. W. L. Lieut. Conway Hake, R.N.R.

MUSIC AND DANCING.—Mr. W. A. Dowley (Chairman), Mr. H. O. R. Hancock, Mr. George Grimble, Mr. J. Bentley, Mr. F. H. Donithorne, Mr. F. H. Farthing, Mr. H. Day, Mr. Parkes, Mr. R. J. Wilton, Mr. G. Miskin, Mr. F. Bevington, Mr. A. H. Crew.

CARD ROOM COMMITTEE.—Mr. A. C. Coppin (Chairman), Mr. H. P. Winslow, Mr. G. M. Lakin, Mr. J. W. Graham, Mr. A. E. Griffin, Mr. F. Smyth.

CHAIR ROOM COMMITTEE.—Mr. F. A. Wells (Chairman), Dr. Montague Harrison, Mr. M. S. Northcott, Mr. G. W. Burton, Mr. J. Parkes.

WINE AND SUPPER COMMITTEE.—Mr. R. J. Wilton (Chairman), Mr. F. A. Wells, Mr. G. S. Archbutt, Mr. T. H. G. Bray.

FIELD.—Mr. G. C. Towns, Mr. D. Abbey, Mr. N. J. Austin, Mr. G. G. Wood, Capt. Wheeler, Mr. R. L. Bridger, Mr. T. E. Pearce, Mr. L. F. Townsend, Mr. E. F. Aucott, Mr. W. D. Jupp, Mr. W. E. Roberts, Mr. W. A. Hannibal and Mr. A. Nicholson.

## THE SOCIAL PLAGUE. EDUCATIONAL CAMPAIGN INAUGURATED.

The first of a series of meetings arranged by the National Council for Combating Venereal Diseases was attended yesterday at the hall of the Hongkong Chamber of Commerce by a large number of men (who only were invited).

The Hon. Mr. P. H. HOLYOAK, the representative of the Chamber of Commerce on the Legislative Council, who presided, said that His Excellency the Governor had suggested that the Chamber would be the most suitable body to call together a representative meeting of the men of Hongkong to consider this important question.

The address was given by Dr. ROBERT HALLAM, who is a member of a Commission at present visiting the Far East to study problems connected with venereal disease. Dr. Hallam urged that this was essentially a public health question. For generations the policy of ignoring it had been followed, with the result that the general public remained in a state of ignorance which was responsible for much of the spread of disease. It was often said: "The victims of these diseases deserve all the punishment they get, and we get no reason why steps should be taken to help them." To dispel this misconception Dr. Hallam pointed to the number of children born with disease, the huge proportion of women infected innocently, and a proportion of men in the same position. It was also said that these dreadful diseases only existed to any extent among the "submerged tenth." It was not generally realised how common they were among all classes of the community until the Royal Commission issued its report in 1916, based on evidence from England, the Continent, and America. The report startled the British public; it showed that one-tenth of all the people in the big cities were affected with the more serious of these diseases, and one-fifth with the less serious. In some Continental cities the proportions were higher, and Germany confessed to figures twice as bad for some of her big cities. The Commission pointed out that workhouses and asylums for the insane were full of people suffering from the effects of these diseases. Fifty-five per cent of the children in blind institutions were there because their parents were infected. A visit to one of these institutions would do more than all the statistics to bring home the tragedy of this state of things.

Dr. HALLAM gave some account of the nature of the principal venereal diseases, urging especially the paramount importance of immediate treatment. He remarked that only through a campaign for public enlightenment could this early treatment be secured. It was the duty of every community to see that the means of treatment were available. This was a bio-social problem, and women should know as much about it as men. Women were not afraid to talk on the subject, the President pointed out, but it was not the duty of a few years ago. Amongst other educational means of dealing with the problem, Dr. Hallam mentioned the necessity of combating the erroneous idea that indulgence was necessary to health.

The CHAIRMAN, in thanking Dr. Hallam for his address, said the data had passed which people could refuse to face facts, and the world had suffered too long from ignorance and false modesty. He welcomed any means of instructing public opinion on this matter. It was not for him to say to what extent it would be possible for the Hongkong Government to adopt the recommendations of the Commission, but any practical measure for the improvement of the general health would be welcomed by the community and by the Chamber which he had the honour to represent on the Legislative Council. Mr. Holyoak concluded by asking the lecturer to express his views as to the segregation and examination of women of a certain class.

Dr. HALLAM, in reply, said that most of the countries of Europe and America which had tried segregation had given it up as a failure. Japan was often quoted in this connection, but to the present Commission the information had been volunteered that in Japan, too, segregation had been proved a failure and was to be abandoned. As a medical man Dr. Hallam also gave reasons against the examination policy; it was unreliable owing to inherent difficulties, and it was derogatory to the medical profession. The proceedings then terminated.

This evening, and again on Monday, propaganda is to be continued by means of cinematograph exhibitions. To-night, at 5.30 o'clock, the exhibition takes place in the City Hall.

## READY FOR SERVICE CLOTHING FOR MEN

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SMART OVERCOATS AND MOTOR ULSTERS  
TWEED JACKETS AND KNICKERS



READY-TO-WEAR GARMENTS will be the feature of a special display at Lane Crawford's during January. The garments we offer are equal in every respect to the finest bespoke work; special care being exercised to prevent any resemblance to a Ready-made Garment and L. C. & Co. take this opportunity of inviting every man who appreciates the mental, commercial and social value of Fine Attire to pay a visit of inspection during this special show.

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JUST ARRIVED  
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"BROADWOOD"  
"BABY" GRAND PIANO  
(With New Patent Steel Barless Frame).  
A REVELATION IN  
TONE, TOUCH & DESIGN.  
The Anderson Music Co., Ltd.

Powell  
TELEPHONE 346.

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LATEST STYLES  
IN  
SOFT FELT  
AND  
STRAW HATS.

MADE BY  
GLYN & CO.,  
SINGLE AND DOUBLE TERRAIN  
SOFT FELT AND THE  
POPULAR VELOURS  
IN ALL THE  
NEWEST MATERIALS.

NEWEST MATERIALS.



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LOCK-UP MOTOR GARAGE, near Morrison Hill.  
Apply—  
Box 187.  
Care of Daily Press Office 187

## G. R.

## PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of JANUARY, 1921, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Tse Tsai Mu, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of the Land at the expiration of the term of 75 years.

## PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Acres	Annual Rental	Upset Price
1	As per map	0.12	100	1,000
2	As per map	0.15	125	1,250
3	As per map	0.18	150	1,500
4	As per map	0.20	175	1,750
5	As per map	0.22	190	1,900
6	As per map	0.25	200	2,000
7	As per map	0.28	220	2,200
8	As per map	0.30	240	2,400
9	As per map	0.32	260	2,600
10	As per map	0.35	280	2,800
11	As per map	0.38	300	3,000
12	As per map	0.40	320	3,200
13	As per map	0.42	340	3,400
14	As per map	0.45	360	3,600
15	As per map	0.48	380	3,800
16	As per map	0.50	400	4,000
17	As per map	0.52	420	4,200
18	As per map	0.55	450	4,500
19	As per map	0.58	480	4,800
20	As per map	0.60	500	5,000
21	As per map	0.62	520	5,200
22	As per map	0.65	550	5,500
23	As per map	0.68	580	5,800
24	As per map	0.70	600	6,000
25	As per map	0.72	620	6,200
26	As per map	0.75	650	6,500
27	As per map	0.78	680	6,800
28	As per map	0.80	700	7,000
29	As per map	0.82	720	7,200
30	As per map	0.85	750	7,500
31	As per map	0.88	780	7,800
32	As per map	0.90	800	8,000
33	As per map	0.92	820	8,200
34	As per map	0.95	850	8,500
35	As per map	0.98	880	8,800
36	As per map	1.00	900	9,000
37	As per map	1.02	920	9,200
38	As per map	1.05	950	9,500
39	As per map	1.08	980	9,800
40	As per map	1.10	1,000	10,000
41	As per map	1.12	1,020	10,200
42	As per map	1.15	1,050	10,500
43	As per map	1.18	1,080	10,800
44	As per map	1.20	1,100	11,000
45	As per map	1.22	1,120	11,200
46	As per map	1.25	1,150	11,500
47	As per map	1.28	1,180	11,800
48	As per map	1.30	1,200	12,000
49	As per map	1.32	1,220	12,200
50	As per map	1.35	1,250	12,500
51	As per map	1.38	1,280	12,800
52	As per map	1.40	1,300	13,000
53	As per map	1.42	1,320	13,200
54	As per map	1.45	1,350	13,500
55	As per map	1.48	1,380	13,800
56	As per map	1.50	1,400	14,000
57	As per map	1.52	1,420	14,200
58	As per map	1.55	1,450	14,500
59	As per map	1.58	1,480	14,800
60	As per map	1.60	1,500	15,000
61	As per map	1.62	1,520	15,200
62	As per map	1.65	1,550	15,500
63	As per map	1.68	1,580	15,800
64	As per map	1.70	1,600	16,000
65	As per map	1.72	1,620	16,200
66	As per map	1.75	1,650	16,500
67	As per map	1.78	1,680	16,800
68	As per map	1.80	1,700	17,000
69	As per map	1.82	1,720	17,200
70	As per map	1.85	1,750	17,500
71	As per map	1.88	1,780	17,800
72	As per map	1.90	1,800	18,000
73	As per map	1.92	1,820	18,200
74	As per map	1.95	1,850	18,500
75	As per map	1.98	1,880	18,800
76	As per map	2.00	1,900	19,000
77	As per map	2.02	1,920	19,200
78	As per map	2.05	1,950	19,500
79	As per map	2.08	1,980	19,800
80	As per map	2.10	2,000	20,000
81	As per map	2.12	2,020	20,200
82	As per map	2.15	2,050	20,500
83	As per map	2.18	2,080	20,800
84	As per map	2.20	2,100	21,000
85	As per map	2.22	2,120	21,200
86	As per map	2.25	2,150	21,500
87	As per map	2.28	2,180	21,800
88	As per map	2.30	2,200	22,000
89	As per map	2.32	2,220	22,200
90	As per map	2.35	2,250	22,500
91	As per map	2.38	2,280	22,800
92	As per map	2.40	2,300	23,000
93	As per map	2.42	2,320	23,200
94	As per map	2.45	2,350	23,500
95	As per map	2.48	2,380	23,800
96	As per map	2.50	2,400	24,000
97	As per map	2.52	2,420	24,200
98	As per map	2.55	2,450	24,500
99	As per map	2.58	2,480	24,800
100	As per map	2.60	2,500	25,000
101	As per map	2.62	2,520	25,200
102	As per map	2.65	2,550	25,500
103	As per map	2.68	2,580	25,800
104	As per map	2.70	2,600	26,000
105	As per map	2.72	2,620	26,200
106	As per map	2.75	2,650	26,500
107	As per map	2.78	2,680	26,800
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112	As per map	2.90	2,800	28,000
113	As per map	2.92	2,820	28,200
114	As per map	2.95	2,850	28,500
115	As per map	2.98	2,880	28,800
116	As per map	3.00	2,900	29,000
117	As per map	3.02	2,920	29,200
118	As per map	3.05	2,950	29,500
119	As per map	3.08	2,980	29,800
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140	As per map	3.60	3,500	35,000
141	As per map	3.62	3,520	35,200
142	As per map	3.65	3,550	35,500
143	As per map	3.68	3,580	35,800
144	As per map	3.70	3,600	36,000
145	As per map	3.72	3,620	36,200
146	As per map	3.75	3,650	36,500
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164	As per map	4.20	4,100	41,000
165	As per map	4.22	4,120	41,200
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184	As per map	4.70	4,600	46,000
185	As per map	4.72	4,620	46,200
186	As per map	4.75	4,650	46,500
187	As per map	4.78	4,680	46,800
188	As per map	4.80	4,700	47,000
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191	As per map	4.88	4,780	47,800
192	As per map	4.90	4,800	48,000
193	As per map	4.92	4,820	48,200
194	As per map	4.95	4,850	48,500
195	As per map	4.98	4,880	48,800
196	As per map	5.00	4,900	49,000
197	As per map	5.02	4,920	49,200
198	As per map	5.05	4,950	49,500
199	As per map	5.08	4,980	49,800
200	As per map	5.10	5,000	50,000
201	As per map	5.12	5,020	50,200
202	As per map	5.15	5,050	50,500
203	As per map	5.18	5,080	50,800
204	As per map	5.20	5,100	51,000
205	As per map	5.22	5,120	51,200
206	As per map	5.25	5,150	51,500
207	As per map	5.28	5,180	51,800
208	As per map	5.30	5,200	52,000
209	As per map	5.32	5,220	52,200
210	As per map	5.35	5,250	52,500
211	As per map	5.38	5,280	52,800
212	As per map	5.40	5,300	53,000
213	As per map	5.42	5,320	53,200
214	As per map	5.45	5,350	53,500
215	As per map	5.48	5,380	53,800
216	As per map	5.50	5,400	54,000
217	As per map	5.52	5,420	54,200
218	As per map	5.55	5,450	54,500
219	As per map	5.58	5,480	54,800
220	As per map	5.60	5,500	55,000
221	As per map	5.62	5,520	55,200
222	As per map	5.65	5,550	55,500
223	As per map	5.68	5,580	55,800
224	As per map	5.70	5,600	56,000
225	As per map	5.72	5,620	56,200
226	As per map	5.75	5,650	56,500
227	As per map	5.78	5,680	56,800
228	As per map	5.80	5,700	57,000
229	As per map	5.82	5,720	57,200
230	As per map	5.85	5,750	57,500</



## NEW SYSTEM OF BARTER: NEGOTIATIONS IN DENMARK.

## FOREIGN SHIPS IN THE STATES: DECISION OF INTERNAL REVENUE BOARD.

## PASSING TRADE DEPRESSION: OPTIMISTIC VIEWS OF PROMINENT BUSINESS MAN.

### LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

### NEW SYSTEM OF BARTER. BRITISH BUSINESS MEN TO CONFER WITH DANISH.

LONDON, January 6th.  
At the invitation of the Danish Minister of Commerce, a deputation of six business men, headed by Sir Charles Skyes, M.P., has departed from London for Copenhagen to endeavour to arrange a system of barter with an organisation of business men, which is being established in Denmark and is similar to the British organisation which is also being established, with a view to trading with Central Europe.

[Reuter cabled on December 14th that Mr. Lloyd George had instituted inquiries with representative business men in the hope of discovering practical means for the establishment of a system of bartering between Great Britain and foreign countries. Artificial methods of adjusting the exchange were being considered. If European commodities it was stated, could be brought to Great Britain by barter, caravanning of small peddling, exchanges would eventually result themselves.]

### HOLLAND AND VENEZUELA. NEW AGREEMENT FOR RESUMING DIPLOMATIC RELATIONS.

THE HAGUE, January 6th.  
The Foreign Minister states that the Dutch-Venezuelan agreement for the re-establishment of diplomatic relations will be sent after ratification to the Secretariat of the League of Nations for registration. Holland will be represented in Venezuela by a Consul-General at Caracas, with the title of Minister.

### FOREIGN SHIPS IN AMERICAN WATERS.

### DECISION OF REVENUE BOARD REGARDING INCOME TAX.

WASHINGTON, January 4th.  
The Internal Revenue Board has decided that foreign steamship lines are liable to income tax on income from traffic originating in the United States.

### UNITED STATES AND THE PEACE TREATY.

### SENATOR KING'S RESOLUTION.

WASHINGTON, January 4th.  
Senator King has introduced a resolution in the Senate proposing the elimination of the League of Nations from the Peace Treaty and the ratification of the amended treaty, on the ground that it is imperative for the United States to accept peace terms with Germany without further delay.

### TWO IRISH STOWAWAYS. ARRIVAL UNDER STRANGE CIRCUMSTANCES.

WASHINGTON, January 6th.  
Two men claiming to be Mr. Peter McSwiney, brother of the late Lord Mayor of Cork, and Mr. Daniel O'Callaghan, the present Lord Mayor of Cork, have arrived at Newport News, Virginia, as stowaways on the American steamer *West Canon*, from Ireland. Both were arrested and were subsequently released, the latter under guard as Mr. McSwiney carried a passport. The State Department has ordered investigation as regards Mr. O'Callaghan's arrival, and has intimated that unless extraordinary extenuating reasons are produced Mr. O'Callaghan must be treated as an ordinary stowaway. Mr. O'Callaghan has declared that he is proceeding to Washington to give evidence before the Irish Committee of Inquiry.

### BAGDAD OUTRAGE. IDENTITY OF MURDERED OFFICER.

LONDON, January 6th.  
Reuter is informed that the British officer assassinated in Bagdad was a native minor official.

### OPTIMISTIC PROPHECY. BETTER TIMES COMING.

LONDON, January 6th.  
Mr. Blakemore, President of the National Chamber of Trade, whose predictions regarding cheaper food a few months ago, are already being fulfilled, now confidently declares that the present bad times will quickly pass and that a period of happiness and prosperity is coming. The reason for this assertion is said to be the abundance of foodstuffs in the market which is rapidly increasing. There is a tendency towards cheapness, and when wages went further the contentment of the worker would result, enabling manufacturers to give firm quotations and promise delivery dates. Thus, increased exports would mean levelling up the rate of exchange between Great Britain and America.

He gave as an example the following reductions notified on January 1st: sweet biscuits 2d. to 6d., per lb., coffee 2d. to 6d., per lb., tea 2d. per lb., soap and sugar 1d. per lb., and jam 3d. per pound. The prices of bacon, ham, lard, cocoa, etc., are being reduced on February 1st. The price of flour has been reduced 2s. a quarter. The reductions, Mr. Blakemore said, were not temporary, as great economic changes were transpiring in food-producing countries, where there was vastly increased production. He pointed out that a vital factor in the future was the elimination of horse transport, as millions and millions of acres, so far have been producing oats and hay for the animal.

### EARLIER CABLES. UNEMPLOYED PROBLEM. VIEWS OF EMPLOYERS AND EMPLOYED.

LONDON, January 6th.  
The National Alliance of Employers and Employed, presided over by Sir Vincent Caillard, Chairman of Vickers Ltd., and including prominent Trade Unionists, has considered the Government's short-time proposals, and has issued a statement saying that these are already operating almost as far as possible. It points out the evils of under-employment as an alternative to unemployment and the consequent risk that a reasonable subsistence level will not be reached. The Alliance, therefore, condemns compulsory short-time and favours reduced working hours whereby the unemployed may benefit wherever employers and employed voluntarily agree. It considers that the real solution lies in cordial co-operation between employers and Trade Unionists.

### FUTURE OF PALESTINE. SIR ALFRED MOND'S ENTHUSIASM.

LONDON, January 6th.  
Sir Alfred Mond, who is starting for Palestine, to-morrow, to discuss details of the Palestinian loan with Sir Herbert Samuel, spoke most optimistically of the future of Palestine when interviewed by a Reuter representative. Sir Alfred emphasised the fact that an enormous amount of work has to be done, as the country must practically be rebuilt. He dwelt on the enthusiasm of the Jews, especially those of Central Europe, for settlement in Palestine. Many are actually walking from the Ukraine, reaching Palestine, via Constantinople. The difficulty was to restrain would-be immigrants until the land has been prepared for the new population. Sir Alfred did not anticipate religious difficulties. There was already a good deal of Arab-Jewish commercial co-operation, and the relations would improve as the country advanced. All responsible Jewish leaders were anxious to secure Arab co-operation.

### OUTLOOK IN IRELAND. SOLDIERS TURN TABLES ON ATTACKERS.

LONDON, January 6th.

Soldiers who were ambushed near Kanturk, Cork, routed their assailants, killing sixteen and capturing many, with all their rifles and ammunition.

This is the first occasion on which an ambush on a large scale has been effectively beaten. It occurred at a secluded roadway. A bomb thrown at three military lorries from Mallow missed, and revolver firing ensued, to which the troops replied. There was fusillading on both sides of the road. Some soldiers, aided by a smoke screen, sortied and rounded up all the assailants. None of the troops was injured.

### OFFICIAL REPORT.

LONDON, January 6th.  
A Dublin communiqué does not confirm the news of the killing of 18 Sinn Féin in the Kanturk ambush, but says that the assailants were routed, leaving behind a quantity of ammunition. It is believed that they suffered heavy casualties. The troops, who numbered a dozen and were in two lorries, had no casualties.

### PEACE NEGOTIATIONS.

LONDON, January 6th.  
Despite continued lawlessness in Ireland, there are growing indications that the Government and the Sinn Féin leaders are on the eve of important conferences from which high expectations are drawn.

It is generally assumed that Mr. De Valera has landed in Ireland, and he is believed to be in Dublin, although his whereabouts are very closely hidden. It is reported from Dublin that he is assuming the leadership of the intellectual, or moderate party, intent on a pacific settlement, who are directly opposed to the extremists, who are striving to attain their aim by violence. The Government is apparently prepared not only to grant Mr. De Valera safe conduct but to treat with him direct.

It is surmised that the negotiations will be pursued on the basis of a revision of the Home Rule Act. In the meantime, South Ireland is awakening to the advantages it offers. The Government expect to have the Northern Parliament constituted within three months; hence the candidates are already being selected.

It is generally understood that Sir James Craig will be the first Premier. Sir Edward Carson will not take office in the Ulster Administration, having decided to retire.

### ANGLO-RUSSIAN TRADE. M. KRASSIN TO TAKE AGREEMENT TO MOSCOW.

LONDON, January 4th.  
M. Krassin had a conference with Sir Robert Horne to-night, as a result of which M. Krassin hopes to proceed to Russia on January 8th, with a trade agreement which he is prepared to recommend to the Soviet Government. As, however, M. Krassin is not empowered to deal with political questions, there may still be difficult obstacles to overcome.

### SCOPE OF THE AGREEMENT.

LONDON, January 4th.  
The Times publishes the proposals by the Government and M. Krassin in order to facilitate the resumption of Anglo-Russian trade. It is proposed to establish a Russian Trading Corporation for the conduct and development of Anglo-Russian trade. The Corporation will be in two parts, one in Great Britain and the other in Russia, and will have a capital of £10,000,000, equally subscribed by Great Britain and Russia, who will equally divide the profits.

The Corporation will be a monopoly in Russia but is not intended to be such in Great Britain. The Corporation will buy direct from and sell to British manufacturers at competitive prices. All firms will be eligible to membership of the Corporation.

### CANADIAN AND AMERICAN CO-OPERATION AT SEA. STRANGE ANNOUNCEMENT IN LONDON PAPER.

LONDON, January 6th.

Considerable interest has been aroused in Dominion circles in London by an announcement in a London newspaper asserting that a Canadian Naval Squadron is being transferred to the Pacific, where it will co-operate with the United States Fleet. The statement has received especial publicity in Australia, where unauthorised comments of the creation of an Imperial Pacific Fleet to which the Royal Navy, Canada, Australia and New Zealand will contribute.

Reuter's enquiries in London, however, fail to elicit the slightest confirmation of the foregoing statement. Indeed, it is asserted that Canada, while sympathetic from the Imperial viewpoint to an Imperial Pacific Fleet, wishes nothing so much as to be left alone to develop her internal resources. It is further pointed out that the original statement emanated from America and that nothing whatever is to hand from Canada. It may further be mentioned that orders for some of the Canadian warships to be sent to the Pacific were given some weeks ago, before the vessels left Great Britain, the intention of the Canadian authorities being that they should appear on both shores.

### INDUSTRIAL DEPRESSION. PROSPECTS IN SHIPPING TRADE.

LONDON, January 6th.

Reports of the closing of works and the discharge of men continue to come from various parts of the country, emphasising the need of immediate measures to relieve unemployment. Enquiries in London shipping circles show that, in the crisis now impending in the shipping industry, the chief sufferers are expected to be the smaller new concerns, which have been unable to accumulate sufficient reserves. The value of ships has fallen 50 per cent. as compared with the war period. It is pointed out that if steamers' value be based upon earning capacity it would be negligible, owing to shortage of freights, while if based upon the cost of building it would be 100 per cent. higher.

Some owners are of the opinion that it will be more economical to lay up ships till markets improve. On the other hand, the new Cunard programme is expected to improve the situation. The company proposes to build 23 ships in 1921, of a tonnage of 300,000, following a policy of smaller and swifter ships instead of mammoths.

### GREAT BRITAIN'S WAR DEBT. FINANCIER'S SUGGESTION TO UNITED STATES.

LONDON, January 6th.

The financier Mr. Raymond Flenell, in a letter to the Times, refers to the impending visit of Lord Chalmers to Washington with the object of discussing a re-arrangement of the payment of Great Britain's war debts to America.

Mr. Flenell infers that Great Britain, in proposing to pay, is apparently not considering what course shall be pursued as regards her European Allies' indebtedness to her, which, even excluding Russia's heavy debt, exceeds Great Britain's debt to the United States. He asks if nations which fought alongside each other for Right, Liberty and Truth should exact from each other the uttermost payment for services rendered, and suggests that the levying of repayments on a business basis among the Allies will jeopardise future peace and friendliness, prevent the stability of exchanges, and flourishing of trade and the disappearance of unemployment. He urges America to convene an International Conference at which the whole question of inter-Allied war indebtedness should be discussed. Mr. Flenell fears that the Government has not fully realised the vital importance of dealing correctly, wisely and broadmindedly with foreign debts.

### FAR EASTERN CABLE NEWS.

(BY COURTESY OF THE "CHINA MAIL.")

### HOW A HONGKONG MAIL WAS DELAYED.

### STEAMER AGENTS FINED AT SINGAPORE.

SINGAPORE, January 6th.

Messrs. W. Mansfield & Co., the Blue Funnel Line agents in Singapore, were prosecuted by the postal authorities for failing to notify that the sailing of the s.s. *Knight Templar* had been altered with the result that the Hongkong mail missed it, and were fined \$30.

(THROUGH REUTER'S AGENCY.)

### FAREWELL LUNCHEON TO MR. SZE.

LONDON, January 6th.

Baron Hayashi presided at the farewell luncheon of the Japan Society to the retiring Chinese Minister Mr. Alfred Sze. Regretting the departure of Mr. Sze from London, Baron Hayashi emphasised the fact that Chinese friendship with America was necessary alike for Europe, Japan, and China, and he said that he was going to Washington. Whatever happened in China, she will have the sincere support of England, America and Japan.

Mr. Sze, responding, spoke of the uses of societies like the Japan, the China and the Royal Asiatic, in spreading knowledge and improving relations.

### FOR FAMINE SUFFERERS IN CHINA.

LONDON, January 6th.

£25 (255,000) has been collected for famine sufferers in China which Sir Charles Addis is forwarding immediately.

### NEW SWISS CONSUL FOR SHANGHAI.

BERNE, January 6th.

The Swiss Federal Council has appointed Dr. Isler, late Secretary of the Legation in London, as Swiss Consul at Shanghai.

### NEW FAR EASTERN TRADE CONCERN.

LONDON, January 6th.

The Times criticises the prospectus of the Amalgamated Trading and Industrial Corporation, for developing Far Eastern trade, which will acquire the whole of the issued share capital of £40,000 of the British Manchurian Corporation, Limited, for 40,000 £5 bonds of the new concern. It says that the prospectus fails to provide any definite statement as to the assets of the Manchurian Corporation, and, with regard to the profit thereof, it says it is subject to realisation on shipments en route for Europe. The Times emphasises that the undertaking is essentially speculative and is a violent jump from a little trading concern with a capital of £20,000 to a corporation with a capital of £2,000,000, and in view of the present glutted state of Eastern markets the risks of present trading in China are more than usually hazardous.

### LEVER BROTHERS' ENTER- PRISE.

### ACQUISITION OF AMERICAN UNDERTAKING.

NEW YORK, January 6th.

Messrs. Lever Brothers' American branch has increased its capital from \$12,000,000 to \$150,000,000, and has acquired control of the American Linseed Company. A new corporation is to be organised with a capital of \$125,000,000.

### WAR FINANCE CORPORATION PRESIDENT'S VETO OVER-ROLED.

WASHINGTON, January 4th.

The House of Representatives has re-passed the War Finance Corporation Bill, which now becomes law, despite President Wilson's veto.

The revival of the War Finance Corporation means the provision of a credit of a thousand million dollars to enable farmers to export their surplus products to foreign markets that want to buy but are unable to find cash.

### NEW VICEROY OF INDIA.

LONDON, January 6th.

The papers indicate that there is a strong likelihood of Lord Reading being appointed Viceroy of India.

### THE ARMY IN IRELAND. COLONEL WARD'S CONFERENCE AMENDMENT.

In the House of Commons, on November 30th, Mr. Aquist moved a resolution condemning the outrages in Ireland and deploring and condemning "the action of the Executive in attempting to repress crime by methods of terrorism and reprisals."

Colonel Ward said that he did not know whether anything happened during the time the hon. and gallant member for Central Hull bore the commission of the King that caused him to take up such an attitude to his former comrades. He should have thought that the hon. and gallant member would have left it to others to criticise former mistakes. He held, therefore, that it was necessary for the House not merely to reject the motion, but to pronounce some definite opinion as to the conduct of our officers and soldiers, which would show that they had the confidence of the House of Commons. (Cheers.) It was impossible for the British soldier to commit the atrocities that were alleged against him by some hon. members—utterly impossible. (Cheers.) He regarded as a deliberate libel the suggestion that the British soldier, whom he had seen under the most terrific conditions, would drive his bayonet into a pregnant woman or that he would thrust his bayonet into a child. (Loud cheers.) They could not possibly withdraw the Army from Ireland. The law for the time being must be enforced. The only instrument by which the Executive could impose its will was force when it was impossible to reason with its opponents. That was the position they had reached in Ireland, and therefore it was absolutely stupid for the Labour Party, who he honestly believed, would be in power some day, to take up the peculiar position they did to-day. He begged to move the following amendment to the resolution.

To leave out all the words after "Sunday last" in order to insert, "And thank the military and police forces and the other servants of the Crown for the courage and devotion with which they are fulfilling their duty in Ireland in circumstances of unprecedented difficulty and repression of the approval of the steps which are being taken by his Majesty's Government to restore peace in Ireland." (Loud cheers.)

The House divided on the resolution, and there voted:—

For the resolution ..... 83  
Against ..... 303

Majority against ..... 220

Colonel J. Ward's amendment was then agreed to, and the resolution, as amended, was adopted without a division, amid loud Ministerial cheers.

### AN ADRIATIC SETTLEMENT. CONCESSIONS ON BOTH SIDES. FUTURE INDEPENDENT.

The Adriatic question, which had been dragging on for three years, and which even the Paris Conference vainly made repeated efforts to solve, has been finally settled in three days of direct conversation inspired by sentiments of loyalty on both sides.

The new Italian frontier is partly in favour of the latest Yugoslav proposals.

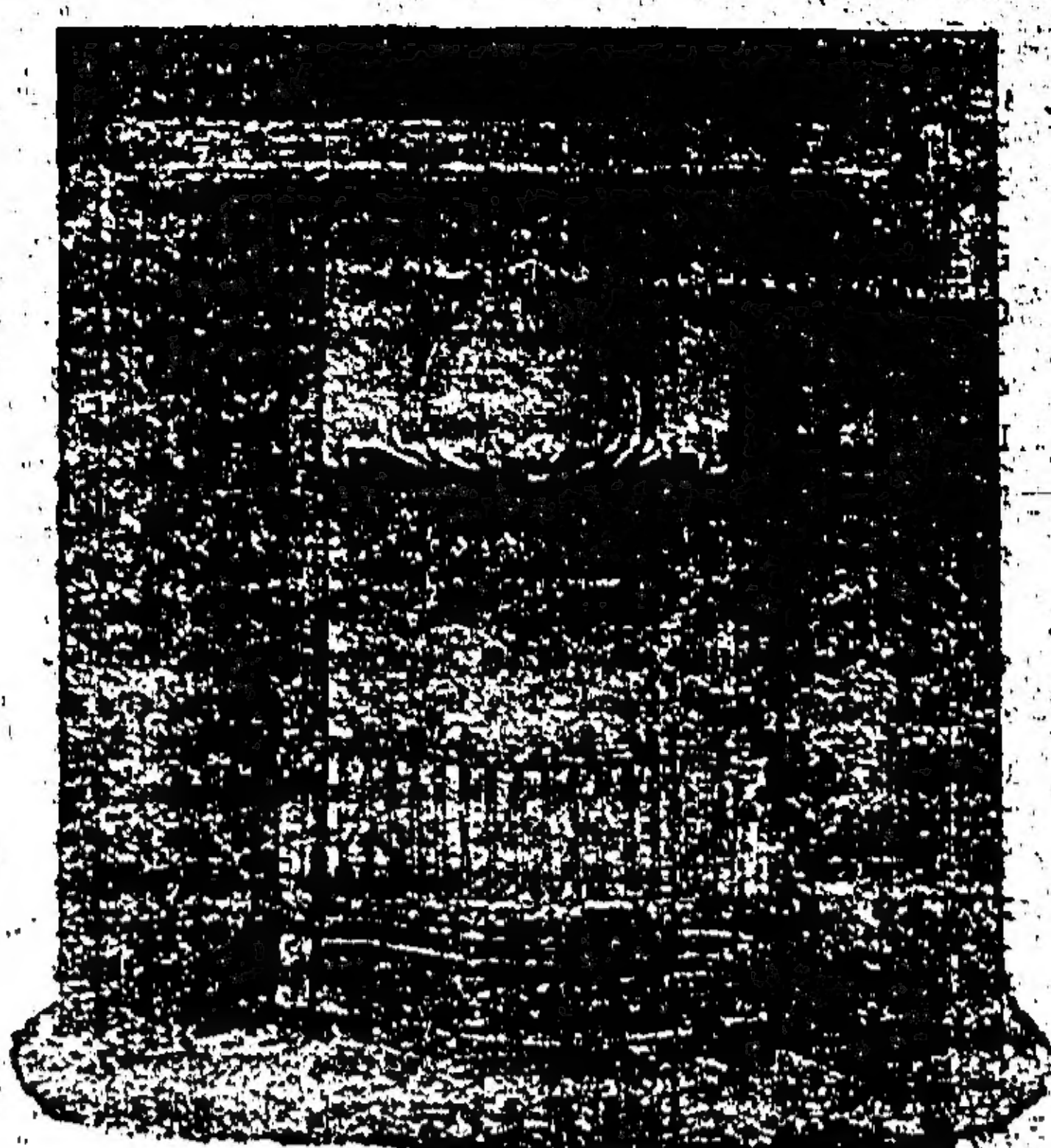
Fiume is to be independent with territorial contiguity with Italy.

Zara is to be autonomous, but under Italian suzerainty, while the islands of Cherso, Lussin, and Uscie in the Quarnero, and Lagosta far to the south are assigned to Italy.

The agreement on the territorial question will be accompanied by a commercial agreement, and probably by a political agreement as well. The protocol will be drawn up in general terms. Details will be settled afterwards by a special Commission.

The difficulty arose when the details of the Treaty of London of April 26th, 1915, became known, and the Yugoslavs realized that by it Italy was awarded a large area of continental Dalmatia, including Zara and Sebenico, a number of islands lying off the coast, and territory in Istria and inland from Trieste. Under pressure of necessity, however, both parties undertook to co-operate against the common enemy, and the "Treaty of London" of March 7th, 1918, and the "Pact of Rome" of April 10th, 1918, gave every hope that a reasonable compromise would be arranged. At the end of the war, unfortunately, neither country was so accommodating as in the dangerous days of adversity, and an attempt on the part of President Wilson to secure the adoption of a compromise line, April 14th, 1919, was not successful. During 1919 several attempts were made to solve a question which at times caused so much popular feeling on both sides that tears were entertained about the maintenance of peace. The affair was further complicated by the action of the poet D'Annunzio in seizing Fiume, a port not mentioned in the Treaty of London, on September 12th, 1919, and annexing it to Italy.





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always in the wars, the jolly flapper,  
and to the mother of them all,  
who finds her good looks fading.

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Cleanses the pores of all impurities and  
keeps the complexion clear and fresh.  
It removes dirt and grime,  
and makes the hands soft and velvety.

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following Oatine Toilet Preparations  
are available in all who appreciate first-class  
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Oatine Tooth Paste, Oatine Mouth  
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boots and shoes; makes the leather supple and waterproof.  
Used on Saddles and Harness, it is of great value, smartening  
their appearance and making them more durable. Used on  
boots, Chelsea Boot Dubbin will render the cover water-  
proof, thus keeping the feet in a uniform, neat, even on the  
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laboratory and undergoes a series of severe tests before being passed  
into the factories, right up to the complete B.S.A. Machine, there is not a  
stage in the making of the smallest part at which it is not subject to the most rigid  
inspection. The system of limit gauging as employed in the Government inspection of  
rifles is in force throughout the B.S.A. Works, and a part is at once scrapped if it  
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CHRISTMAS IN LONDON.  
THE COST OF THE CHRISTMAS  
DINNER.

A walk round the London produce  
markets, says a recent London dispatch  
to the Indian Press, revealed plentiful  
supplies of most Christmas foods. At  
Smithfield turkeys and geese were more  
plentiful than in any year since 1914.  
were then. The turkeys were being sold  
although supplies were not what they  
were then. The turkeys were being sold  
at 3s. a pound, and geese at 2s. 3d., but  
a dealer said that unless there was a rush  
of orders these prices were not likely to  
be maintained. Large consignments were  
expected from France in place of those  
which usually come from Italy and Aus-  
trian countries which are now off our  
markets. All kinds of fresh fruits were  
plentiful in Covent Garden except the  
best sorts of apples. Spanish oranges,  
especially those from the Denia districts,  
are of very fine quality, and prices were  
at a more reasonable level than they have  
been for some years. There were not  
many Valencia oranges about, but big  
supplies were expected before Christmas.  
Grapes were very moderate in supply  
and costly, for only the "waxy" sort  
were under 1s. 10d. or 2s. a pound. Most  
kinds of nuts were plentiful. Fruit for  
the pudding was rather scarce and was  
likely to be dearer at Christmas. Scarcely  
any Valencia raisins were to be had and  
extreme prices were being paid for mus-  
catels. The average cost of the Christ-  
mas pudding would be 1s. 9d. a pound.  
There was, however, good news for those  
who are fond of crystallised fruits. The  
position of the French exchange has fa-  
voured our buyers, who were bringing in  
large supplies of these delicacies at quite  
reasonable prices, including some very  
fine lots of crystallised bigarreaux, apri-  
cots, and green gages.

Sound wine, with the exception of  
champagne, is, on the average, rather  
cheaper than a year ago, but as regular  
wine merchants are accustomed to hold  
stocks over a considerable period they  
are not inclined to respond to panic, and  
forced liquidation must not be expected.  
People who deal with established wine  
merchants may place Christmas orders  
for good claret at prices ranging from  
43s. a dozen, and for sound Graves at 47s.  
and upwards. True Sauternes, satisfying  
the French laws as to origin, are sold at  
60s., though for the better qualities the  
price is higher. Fine Burgundy is still  
scarce, but a genuine Burgundy of an  
ordinary type is available at 64s. a dozen.  
For wine of fine colour, sufficient age,  
and of famous years, one has to pay more  
than was asked for the first brands of  
champagne four years ago. Sherry, port,  
and Madeira now pay a duty of 1s. a  
bottle, as compared with 6d. a bottle 19  
months ago, but they may be said to be  
cheaper in spite of the doubled duty.  
These three wines should be obtained  
from 63s. a dozen, but consumers must  
bear in mind that if they want old-fash-  
ioned port, made from the grapes proper  
to this wine and fortified with the white  
brandy distilled from similar grapes,  
instead of a kind of sweetened Douro  
claret fortified with inferior brandy, they  
must be prepared to pay at least 80s. a  
dozen for wines from the wood. For  
vintage ports, even of the year 1908, the  
price is not less than 13s. a bottle.

REFUSAL TO BE A  
MILLIONAIRE.

LIFE OF A WORKING MAN  
PREFERRED.

NEW YORK, November 23rd.  
A bequest of 1,000,000dols. (£235,000)  
has been refused by Mr. Charles Garland,  
who is aged twenty-one, because he pre-  
fers to work for his living.

Mr. Garland's father, Mr. W. A. Gar-  
land, a multi-millionaire, died over ten  
years ago. Mrs. Garland forfeited her  
claim to a share of the Garland millions  
by marrying again in 1912. Since then  
the estate has been held in trust for the  
three sons.

The eldest came of age last year, and  
accepted his million dollars. Charles,  
who has just reached his twenty-first  
birthday, refused to follow this precedent,  
and his younger brother, who is a student  
at Harvard, is quoted as saying that he  
intends to follow Charles' example.

Mr. Charles Garland, who is married  
and living with his wife and infant  
daughter at his mother's summer home  
at Buzzard's Bay, Massachusetts, is plan-  
ning to become a motor mechanic. He  
says:—

"I believe that in refusing to accept  
the money I am placing myself on a  
Christian basis. Private property is the  
main cause of our unrest and unhappi-  
ness. It saps the meaning from life."

ADJECTIVES

It is told of an American editor that  
once, when dining out, a young lady asked  
him what he did for a living.

"I kick the adjectives out of young  
reporters," he answered.

"With all due sympathy for the reporters  
who underwent this 'Chaplinesque' treat-  
ment, it might be pointed out that there  
are many laymen here whose adjectives  
might be eliminated to the advantage of  
every one."

What of the young people who describe  
"Tristan and Isolde" as "ripping"?  
What of the callow youth who ventures the  
opinion that "Forbes-Robertson's  
Hamlet" was "topping"?  
What of the young people of both sexes  
who describe a benevolent old person as  
"frightfully decent"?  
There is no end to the list, and it seems  
to grow longer all the time.

It is too bad that the American editor  
confines his athletics to American and young  
reporters. We would be glad to exchange  
"Paddyfoot" for him at any time.

Express.

SEE CHEFALO TO-DAY AT 10.30 AT MARKETS.

THEATRE ROYAL, HONGKONG.

Something Entirely Different.  
Commencing at 9.15.

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In the Presence of His EXCELLENCY THE GOVERNOR and LADY STUBBS.  
The World-famous Magicians etc.

CHEFALO and PALERMO.

King of Modern Magicians. Dainty Magical Conceptions. Gorgeous Costumes.

In the most amazing and baffling exposition of Legerdemain and the BLACK ARTS  
and Marvellous Manifestations of MODERN MAGIC, set in the Gorgeous

GARDEN OF MYSTERY.

PRICES for all: \$3, \$2 & \$1.

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For only a short season. Manager: DUNCAN NEVEN.

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Royal Italian Circus

MING YUEN GARDENS

5 p.m. Twice-Daily 9.15 p.m.

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CHANGE OF  
PROGRAMME!

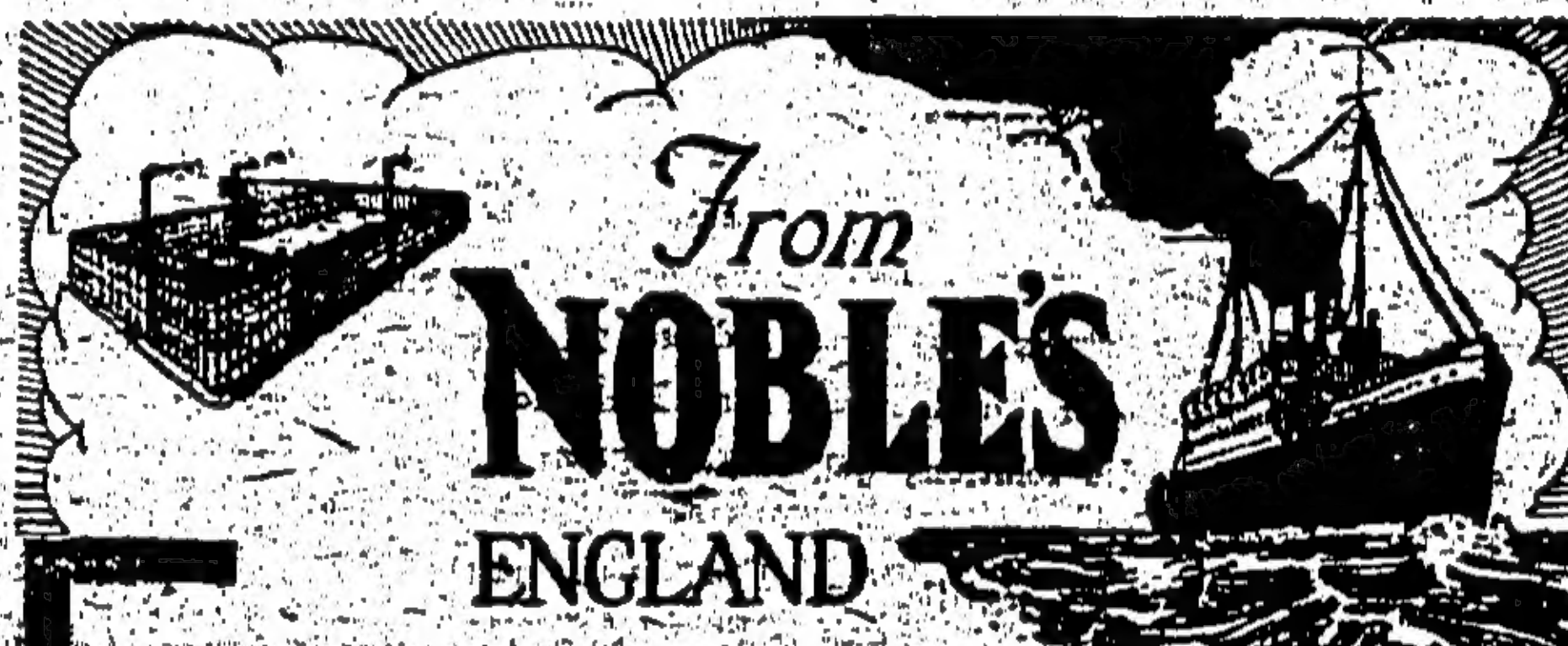
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Special Trains from and to the show.

Book Early at MOUTRIE'S. Children to Matinees Half Price.

Prices: Box Seats, \$3; 1st Class, \$2.50; 2nd Class, \$2; 3rd Class, \$1; & gallery 50c.



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**NOBLE'S**  
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Direct from the Factory to your Home.

Buy all your Dress Requirements and Household Goods from  
the great British Mail-order House. You will be delighted with  
the quality and workmanship of the goods, the up-to-date and  
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Post Free from the "Hong Kong Daily Press," Hong Kong (this saves you the time  
taken in writing to England in the first place). Send to-day for this beautifully illus-  
trated catalogue—you will find it full of interest and value. It shows you how you  
can buy all your Dress and Household Goods from the great British Mail-order House  
Requirements at factory prices, thus saving money on every purchase.

Some of the articles illustrated:

Tailor-Made Costumes	Underwear	Made to Measure Suits
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Shirts and Undershirts	School Outfits	Bedding, Linens
Bibbings, Millinery	Hat, Caps, Footwear	Carpets, Curtains
Costs, Sports Coats	Ready-to-Wear Suits	Napery, Cutlery

**PATTERNS.**  
John Noble, Ltd., will gladly send a splendid selection  
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**REMITTANCES.**  
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## AMERICAN &amp; ORIENTAL LINE

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Subject to change without notice

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRISTOL, DUBLIN, DUNDEE, LONDON, EAST LONDON, PORT ELIZABETH and CAPE TO WH direct or with transshipment at CAIRO, SUEZ and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.  
Managing Agent.

"ELLERMAN" LINE.

ELLERMAN &amp; BUGKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON, ROTTERDAM &amp; ESBJERG (DENMARK)

"CITY OF FLORENCE" 7th Feb.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs &amp; Co., Canton.

THE BANK LINE LTD.

General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW & BANGKOK	"HUIPEI"	On 7th Jan. 9 A.M.
HONGKONG & BANGKOK	"KUEIKOW"	On 7th Jan. 10 A.M.
HONGKONG & BANGKOK	"TAIKOWYAN"	On 7th Jan. 4 P.M.
HONGKONG & BANGKOK	"HOIHOW"	On 8th Jan. 11 A.M.
SWATOW, BANGHAI, TIENTSIN	"NINGPO"	On 8th Jan. Noon
SWATOW & BANGKOK	"KACHOW"	On 11th Jan. 9 A.M.
AMOI, SHANGHAI & FUKOW	"SZECHOWEN"	On 11th Jan. Noon
SHANGHAI	"CHEKIAN"	On 13th Jan. Noon
SHANGHAI & TIENTSIN	"CHERIAN"	On 15th Jan. 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Kowloon.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE, Agents.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI &amp; FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAIHONG" ... On Capt. W. C. Fennore | SUNDAY, Jan. 9th at 12 Noon.  
"HAIHONG" ... On Capt. J. B. Thomson | THURSDAY, Jan. 13th at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARRAIK & CO.,  
General Manager.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO. LTD. (and CHINA MUTUAL S.S. CO. LTD.)

AND

AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUGKNALL S.S. CO. LTD.)

Sailings from Hongkong.

"LACMADON"	via Suez	10th Jan.
"AGAMEMNON"	via Suez	22nd Jan.
"KENTUCKY"	via Suez	1st Mar.

\* calls at Boston

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE LTD., HONGKONG,  
HONGKONG AND CANTON.

## P. &amp; O. - BRITISH INDIA

APCAR AND EASTERN &amp;

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR &amp; ORIENTAL SAILINGS (South)

SS.	Tons	From Hongkong (about)	Destination
"BREMEN"	11,500	10th Jan.	London.
"DILWARA"	5,400	11th Jan.	Singapore, Colombo & Bombay.
"PLASBY"	7,345	13rd Jan.	Marseilles, London & Antwerp.
"DELTA"	8,000	8th Feb.	Marseilles, London & Antwerp.
"DUMERA"	5,400	10th Feb.	S'pore, Colombo & Bombay.
"LAHORE" (Cargo)	5,900	19th Feb.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" 4,700 8th Jan. Calcutta via S'pore &amp; B'gore.

EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	31st Jan.	Sandakan, Thursday Island.
"KASTOWN"	7,100	16th Feb.	Cairns, Townsville, Brisbane.
"ST. ALBANS"	4,400	9th Mar.	Sydney & Melbourne.

SAILINGS TO SHANGHAI &amp; JAPAN

"BANGA"	8,000	7th Jan.	Shanghai & Japan.
"DELTA"	8,000	10th Jan. Noon	Shanghai, Moji & Kobe.
"TAKADA"	7,000	17th Jan.	Shanghai & Japan.
"LAHORE"	5,900	21st Jan.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by R.I.S.S. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Claims are settled with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Gossard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc. apply to  
MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road Central, HONGKONG.  
Agents.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

"HIMALAYA MARU" ... Thursday, 10th Feb.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN &amp; CAPE TOWN via SINGAPORE.

"PANAMA MARU" ... Sunday, 9th Jan.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

"BURMA MARU" ... Friday, 7th Jan.

"KARAO MARU" ... Thursday, 20th Jan.

SAIGON, HANGKOK &amp; SINGAPORE—Regular monthly service.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA via Manila and Shanghai—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ARIZONA MARU" ... Friday, 14th Jan.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"AMUR MARU" ... Thursday, 27th Jan. 1921.

NEW ORLEANS LINE.

"HAMBURG MARU" ... Monday, 7th Feb.

JAPAN PORTS—Shanghai, Moji, Kobe &amp; Yokohama.

"NANKING MARU" (calling only Kobe) ... Friday, 7th Jan.

KEELUNG, via SWATOW &amp; AMOI—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"KAIJO MARU" ... Sunday, 9th Jan.

TAKAO via SWATOW &amp; AMOI.

"BOSHU MARU" ... Thursday, 18th Jan.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. Nos. 744 &amp; 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer. (At Hongkong from Australia) (At Hongkong for Australia)

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reduced Fares. Cargo looked through to all Australian, New Zealand &amp; Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD &amp; SWIRE, Agents.

## T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

via SHANGHAI, THE INLAND SEA, JAPAN &amp; HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMER	TONS	LEAVE HONGKONG
TENYO MARU	22,000	Jan. 18th.
SHINYO MARU	22,000	Feb. 7th.
PERMA MARU	9,000	Feb. 24th.
KORRA MARU	20,000	March 7th.
HIMEDA MARU	20,000	March 19th.

\* Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

via JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA

OZU, BALBOA, CALLAO, MOLLEDO, ARICA &amp; IQUIQUE.

THROUGH AT TRANS-ANDRAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
KIYO MARU	17,900	Jan. 17th. 1921.
KIYO MARU	17,900	Feb. 1st.
KIYO MARU	17,900	March 15th.
KIYO MARU	14,000	May 15th.

\* Cargo only.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building, Tel. Nos. 2374 &amp; 2375.

Agents at Canton:

Messrs. T. M. GRUFFE, LTD.

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## MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIO" 10,000	On or about 15th Jan.
	"PORTHOS" 20,000	On or about 5th Feb.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUZ	"ANDRE LEBON" 14,000	On or about 18th Jan.
PORT SAID	"PAUL LECAT" 20,000	On or about 31st Jan.

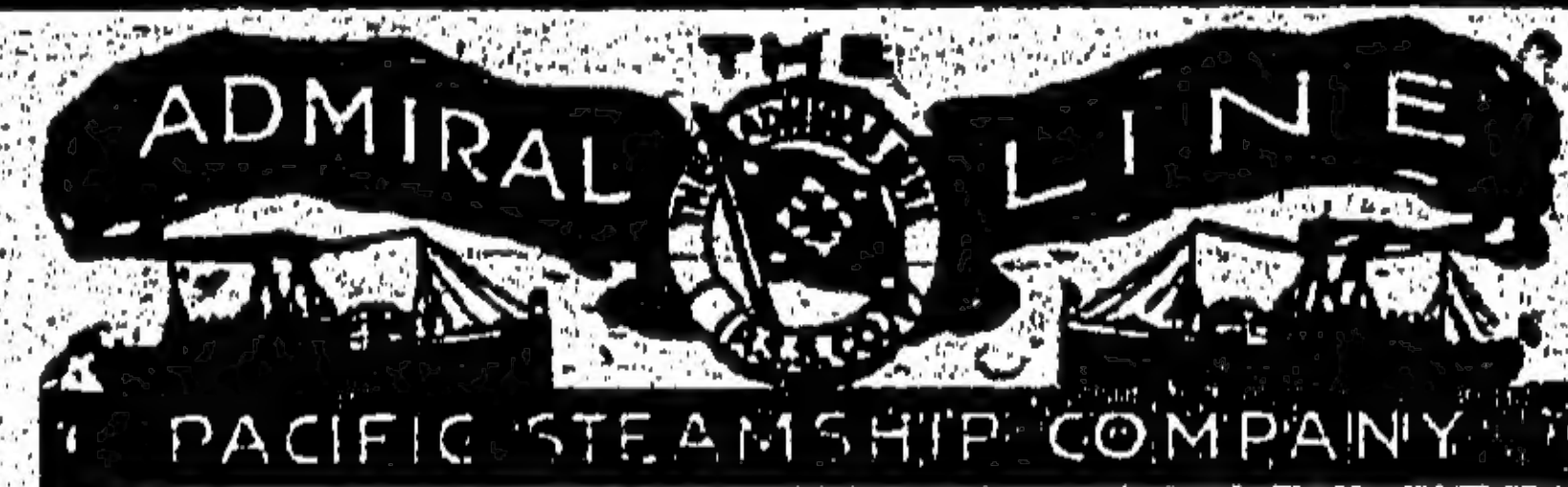
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. BODENFUSER,

Agent, Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following T. &amp; S. Shipping Service Steamers

For SEATTLE, TACOMA, VICTORIA, &amp; VANCOUVER (Calling at Shanghai and Kobe).

"EDMORE"	... About Jan. 26th.
"ELDRIDGE"	... About Feb. 7th.
"WHEATLAND MONTANA"	... About March 15th.
"CITY OF SEPORE"	... About March 31st.

For PORTLAND direct.

(Calling at Kobe and Yokohama).

"MONTAGUE"	... About Jan. 9th.
"AREHCO"	... About Feb. 7th.
"FAWLEY"	... About Mar. 7th.
"COAKER"	... About April 4th.

\* Through bills of lading issued by Overland Ocean Service.

For Freight and Particulars apply to—

THE ADMIRAL LINE.

Telephone 2477 &amp; 2478.

Fifth Floor, Royal Mansions, 71.

## SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama;

S.S. "WAUKEGAN" ... about Jan. 20th. 1921.

S.S. "SATSUMA" ... about Feb. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

Telephone 2477 &amp; 2478.

AGENTS.

5th Floor

Rothschilds Building.

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## CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA &amp; SANDAKAN.

"HWAH PENG" January 13th.

"VICTORIA" February 10th.

For Freight and Passage, apply to—

THE CHINA &amp; AUSTRALIA S.S. CO. LTD.

Agents, 115, Connaught Road Central.



